The Wheeling Intelligencer

The Intelligencer.

A Wetzel County Financier, A writer who signs himself A. B. West-rup publishes a communication in the Wetzel county Labor Vindicator of Thursday last, which commences thus:

"The imbecility displayed by the editor of The Wheeling Interlatence in his article ensitled The advantages of the National Banking System to the Public, in the issue of the 30th ult., is selden if ever equaled."

It might be supposed from this specimen of vigorous writing that the Wetzel county writer had some very profound and well authenticated ideas to present on the subject of banking. The reader will, therefore, hardly be prepared to read the following scrap of hitherto unpublished history in regard to the origin of the National banking system: He tells us that anything we ever had before in this gold having become scarce during the war on account of heavy shipments to Europe, it was necessary for the govern-ment to supply the country with a substitute as a circulating medium. This substitute was supplied thus: Certain per-

explain wherein we think he is seriously in error. In the first place, the system did not originate by reason of any special necessity for supplying a circulating medium, either on account of shipments of gold to Europe or the hearding of it in this country. The greenback currency was in existence a long time before any National bank currency was issued. If the currency had been all that was wanted, these greenbacks would have wanted, these greenbacks would have lived to be a hundred years of age. She survived the husband of her youth, Col. Shepherd, who was well up in yours when he died, and who proceeded her to the tomb by a full generation. She was a woman in the prime of life when Mr. Clay, in the prime of his life, used to be a frequent guest of Col. Shepherd. Mr. Clay died in 1852 at the age of 78. All the old people hereabouts, still living, remember the prime of the dense for the steamship. Schiller causes great excitement in this clay died in 1852 at the age of 78. All the old people hereabouts, still living, remember the prime of the wreck. The disaster was owing to the dense fog, which prevented either of the Scilly lights being seen.

2. P. M.—The wreck of the steamship Schiller causes great excitement in this clay died in 1852 at the age of 78. All the old people hereabouts, still living, remember the prime of the steamship schiller causes great excitement in this clay the prime of the disaster was owing to the dense fog which prevented either of the Scilly lights being seen.

2. P. M.—The wreck of the steamship schiller causes great excitement in this clay died in 1852 at the age of 78. All the old people hereabouts, still living, remember the prime of the steamship schiller causes great excitement in this clay the prime of the wreck. The disaster was owing to the dense fog which prevented either of the Scilly school of the wreck.

2. P. M.—The wreck of the steamship schiller causes great excitement in this clay the prime of the school of the dense for the wreck.

2. P. M.—The wreck of the steamsh wanted, these greenbacks would have ber Mrs. Cruger as an old lady when they abundantly supplied the wants of the country. But those who were charged as still living when they themselves be-National system rests for its basis on the was two fold. First, to enlist the monled too much to say that had it not been for the could never have been marketed as

country. But those who were charged with the management of the National finances knew that mere issues of paper money without any provision for funding them would soon endanger their purchas ing power, and therefore they made them exchangeable for government bonds which bonds, in turn again, were made the basis of a National banking system. This system was not a novelty in finance It had obtained in several of the States, prior to the war, Virginia among the rest, and rested for its basis upon the bonds of these States, just as the bonds of the government. The reason for instituting it as a National System interest of the country in the financial ory of anybody now living is concerned, support of the government. It is hardly active and influential support of the National banks the bonds of the government speedily and extensively as they were marketed. In the first place, all the expelled to adopt the system in order to es cape the 10 per cent tax laid upon their own (comparatively) irresponsible issues of paper money. In this manner hundreds of millions of capital were at once, as it of paper money. In this manner hundreds of millions of capital were at once, as it is were, by a single act of legislation, enlisted in the salvation of the government. They were forced to buy government bonds [15]. The salvation of the government bonds [15] who organized a forlorn hope in this city who organized a forlorn hope in [15]. The salvation of the government bonds [15] who organized a forlorn hope in [15]. The salvation of the government bonds [15] who organized a forlorn hope in [15] who organized a forlorn hope in [15]. The salvation of the government bonds [15] who organized a forlorn hope in [15] who organized a forlor and bank on them, or else become mere banks of deposit. Once they had bought these bonds and embarked in business upon them, it became their interest to in-duce the people to buy them also. And did to an extent unprecedented in the history of any nation. Hundreds of millions of government bonds were thus placed among millions of thrifty citizens, every one of whom became a warm supporter of the National cause. The effect was not only to give the Government immense and direct material and moral support, but, indirectly, to save the greenback currency from ruin. It was funded with such rapidity that it never once became in excessive supply, and the only real measure of its depre ciation was the uncertainty that overhung the struggle with the rebellion. This was shown by the collapse of the gold premium from 280 during the dark days of the Wilderness battles, to 30 cents on the dollar shortly after the fall of Richmond and the surrender of Johnson in North Carolina, Had the Government been unable to enlist the banking capital of the country in the ownership and wide spread sale of its bonds, it could never have funded the greenbacks that would have been necessary to supply the sinews of war, and the excess of greenbacks would virtually have emasculated their value, As a master stroke of war legislation then, the National banking system was one of the grandest successes of modern times. We can recall nothing that compares with it. As a permanent financia system, however, it has what we must ad mit to be a radical drawback to contend with. This drawback is that its four hundred and odd millions of circulation stand in the way of a more economic ad justment of the National finances. Allow ing the entire paper circulation of the country to be now say eight hundred millions of dollars, less than one-half of it is

course, cease. The National currency, therefore, rep resents a loss of some twenty-four millions annually in the way of interest less

government circulation. The balance is

National bank currency. Could this Na tional bank currency be withdrawn and greenbacks substituted for it, the government could, by the act of putting

greenbacks in circulation, redeem some

our hundred millions of bonds, upon

which, when redeemed, interest would, or

the amount paid to the government i the shape of taxes on its circulation. This is really the only radical objection that can be urged to-day to the existence of the National banking system, and we freely admit that it is one that has weight It does not, however, as our Wetzelcounty friend contends, rob the people of forty millions annually. There is no robbery in the case, any more than the State sys tem of Virginia robbed her citizens when she authorized banks to issue currence based upon a pledge of her bonds. The losses to the people by the various systems of banking in vogue before the war really did rob them of untold millions of money every year, in the way of broken banks and counterfeit notes. While the National system, therefore, has the drawback that we have admitted, it is immeas urably more safe and economical than

Was Mrs. Cruger, and is Mr. Ed-wards, a Hundred Years Old ?

The New York World of Saturday, in connection with the recent death of Baron De Waldeck, of Paris, at the reported age sons, owners of bonds which they had of 109 years, raises the question whether purchased at about 80 per cent of their after all there is really a well authentiface value, were allowed to return these cated case of centenarianism on record, cated case of centenarianism on records bonds to the government and receive therefor 90 per cent of their value in the shape of National bank notes, which notes these bondholders have ever since loaned out to the people at yound rates of interest. To cap the climax (asys this swriter) a tax of 10 per cent was faid upon all other forms of banking, and thus a swindle was consummated by which the country is robbed of some-forty millions of dollars for the use of National bank currency.

If our Wetzel county friend will bear with our "imbecility" a little further in the matter of a few remarks on the National banking system, we will rise and explain wherein we think he is seriously in error. In the first place, the system can be a survived the husband of her list the first place, the system can be also called a survivors of the southernmost of the work. A boat belonging to St. Agnes, the southernmost of the southernmost of the southernmost of the work. A boat belonging to St. Agnes, the southernmost of the southern bonds to the government and receive This seems a curious speculation at this therefor 90 per centrof their value in the

tention of the World in its next discourse upon the subject of centenarianism.

Death of Robert Pratt.

Many persons will read the announce nent of the death of this old citizen this morning with real regret. We have Even before that time he was a decided and outspoken anti-slavery man. No one ever suspected Mr. Pratt of and always had his opinion intelligently and firmly made up. And yet no man was less offensive in his walk and conversation. He pursued his vocation in life, that of a painter and glazier, in an honest quiet way, and up to the time of or in this Congressional district, in 1861, under John Parkinson (another good and true man af the same sort) he was comparatively unknown, to the public. He held this appointment during the war and for several years afterward, in fact up to the data of his disablessars here. his appointment as a deputy U.S. Assessup to the date of his disablement by par-

alysis, and throughout his term of service engaged the general esteem of all the business public with whom he had to do. Mr. Pratt came to this country from England when a boy, and spent most of his life in this city. He possessed those sturdy elements of character that belong to his nationality, among which was fidelity to all trusts reposed in him. He was a lover of liberty for himself and the whole human race himself and the whole human race and always stood upon a broad platform on all subjects. For his virtues as a man and a public officer he deserves to be honorably remembered by us in these solumns. Like Old Mortality among the tombstones of the Covenanters, we shall always gratefully cherish the manliness

By Telegraph

ASSOCIATED PRESS REPORT.

ONDAY MORNING, MAY 10, 1815.

TO THE DAILY INTELLIGENCES

STEAMSHIP DISASTER

THE SCHILLER, FROM NEW YORK FOR HAMBURG, WRECKED. Over Three Hundred Lives Prob

PARTIAL LIST OF THE NAVED Names of the Cabin Passengers from New York.

London, May 8.—The Eagle line steamship Schiller, Captain Thomas, which sailed from New York, April 28, for Hamburg, by way of Plymouth and Cherbourg, has been wreeked off Scilly Isle. It is reported that two hundred persons have perished.

1930 p. m.—Particulars raceived of the wreeke of the steamship Schiller show that the disaster is fully as terrible as at first reported. The accident occurred at 10 o'clock last night, at which hour she struck on the dangerous Retarriere ledges near Bishop's Rock, a fog prevailing at the time.

aster.
Later dispatches hold out the ho that some of the passengers and crew may have reached some other of the Scilly Islands than those already mentioned. mas still living when they themselves became stricken in years. This latter fact, united with all the other surroundings of her life, such as the testimony of her relatives, leaves no room for doubt that she was even more than a centenarian when she died.

Then, too, there is the case of the venerable Mr. Edwards, of Moundaville, who is still living, and who is remembered as an old man by the oldest of our old inhabitants hereabouts. When he went back to the place of his birth a few years ago, at York, Pa., there was no one old enough to remember the daymof his youth and early manhood. And so also, up at Washington, Pa., they know of him only as an old man. So far as the memory of anybody now living is concerned, he is a man after the order of Melchisedec, "having neither beginning of days nor end of life."

We commend these two cases to the attention of the World in its next discourse

ship should have heard Bishop's log-beat.

5 p. M.—Twenty-six of the persons who
were on board the Schiller, in addition
to those reported saved, have been landed
at frescow and Boyer Islands, of the
Sellly group. Among these are the second, third and fourth officers. The captain is certainly drowned.

Enter Particulars.

The following passengers are known ave been saved : and Charles Jones and wife. Four other steerage pasengers were saved, but their names have not been ascrinined, as

their names have not been ascrtained, as they are in a state of insensibility. The following members of the crew are also saved: Blusiner, Packendorf, Weiser, Dan Blackouse, Rehrberg, Jensen, Adamsen, Haumann, Blaum, Jurgenjensen, Werneckl, Fahler, Hollman, Ernst, Pierson, Piel, Winsch and Schweinske. 9 P. M.—Up to this hour but forty-three of all who were on board are known to be saved. Twenty-five sacks of mail matter have also been saved.

Several bodies have been picked upnear the wreek, among them a woman

cargo, have been recovered.

The survivors and a portion of the

Dispatches Received by New York Agents of the Line. New York, May 8.—The Evening Post

says the following is the only dispatch re-ceived at the office of the Eagle Line. It was received from the home office in Hamburg, at about twenty minutes past

Finkinaisen, wife and daughter, and Mrs. Maria Miltner and child, all of Milwaukee; Anna Eitner, Elizabeth Len, W. Christian, Hon. W. Wohlers, wife and two children, Gottfried J. Schmidt; and W. Mittger, of Chicago, Mrs. August Zeigler and infant, Doro Zeigler, Mrs. Dora Cohros, and Miss A. Meyer, of St. Louis, Mr. Kahn, of Mattoon, Ill.; Dwight Klinck, of Fruitport, Mich.; S. Stern, of Greenville, Ill.; Joseph Wile, of Greens boro, N. C.; C. E. Aulig, Fred Uhlmann, Edward Schainer and wife, of Columbus, Ohio; Alvis Stockman, Kavin Reichlin, Mrs. C. Klonhammer, and Mrs. Joseph Bayer, of Detroit, Mich.; M. Harrison and A. Waterman, of Hawkinsville, Ga.; Mrs. C. Klonhammer, and Mrs. C. Schon, Monlezuma, Ga.; Herm. Spritt, Macon, Ga.; Mrs. R. Cutlow, Shelbyville, Ill.; G. Gi, Heanbardt, Mary W. Leonhardt and Jenny Leonhardt, Augusta, Ga.; John Suppiger and wife, Adaline Sappiger, John Suppiger, Ir, Louis G. Suppiger and Michael Hurlman, of Highland, Ill.; Ella Flachs, Quincy, Ill.; Otto Kircher, Mrs. Marya Charles, Christian Hirn and Silas Hexter, Ashland, Ill.; William Leach, German Consul at Havann, Cuba, wife and daughter.

tian Hirn and Silas Hexter, Ashiand, Ill., William Leach, German Consul at Havana, Cuba, wife and daughter.

Among the passengers are the following Michael Mangmen, Detroit John Ivens and wife, C. W. Gutche and wife, H. C. Raschman, Aug. Strake, John Wissen and Henry tiocitzeh, Davenport, Iowa; Fred. Zimmerman, Highland, Illinois; T. Ahrens, Terre Hante, Indiana; Feel. Saunbrier, Columbus, Ohio; Henry Mahr, Carl Berghard, wife and two children, Frederick Flentif, John Beckenule and John Burdisk, Chicago; and Withelm Koch, Rockport, Illinois; Mr. Joseph Schiltz, President of a Banking Association in Milwaukee, was among the passengers.

Wm. Zach, Consul of the German Empire; Mrs. Wm. Zach, Miss Magarette Zach, Joseph Schilts, H. Bachmann, M. Wasserman, Henry Stern, Mrs. Cergory, Master Frank Gregory, Miss S. Dimock, M. D., Miss E. Greene, Caroline M. Crane, Carl Schmidt, Mrs. C. Schmidt, M. T. Smith, Henry Friend, Mrs. Honry Friend, Paul Relif, M. Stein, Jacob Lamforn, Mrs. Just, two children and servant; Mrs. Maria Hess and infant, Arnold Schwarzenbach, Mr. and Mrs. Koroblin, three children and servant; N. Becker, Mrs. L. Becker, G. Waltman, N. Kahn, S. Stern, Herman Zinkeison, Mrs. Celine

Mrs. L. Becker, G. Waltman, N. Kahn, S. Stern, Herman Zinkeison, Mrs. Celine Zinkeison, Mrs. Celine Zinkeison, Miss Annie Zinkeison, J. J. Prunner, E. Kubn, Dwight Klinck, Leo-Weste, Mrs. Hermine Weste, Miss F. Mann, Mrs. Caverley, Mrs. Ridgway and servant, C. W. Walter and two children, Herman rivetiling, Mrs. Ida Stoelling, Master G. Stoelting, L. Ecketeln, Dr. F. S. Kern, Mrs. S. Hoizhauer and child, Mrs. and Mrs. E. Mannhelmer and two children, Joseph Wile, Alexander Tobin, Mrs. E. Leo and two children, Mrs. and Mrs. Oscar Cranier, Mrs. Auguste Zeigler and Infant, Miss Dora Zeigler, Mrs. Dora Cohrs. Miss A. Meyer, Mrs. Lina Hirchmeter, Fred. Kreuter, C. E. Aulig, Alois Stockmann, Mrs. Swilper Foster and Infant, Mrs. Pauline Foster and Infant, Mrs. and Mrs. Louis Reider and Infant, Mrs. and Mrs. Louis Reider and Infant, Mrs. and Mrs. Louis Reider

Mrs. Xayler Reichlin, Mrs. Pauline Foster and Jufant, Mr. and Mrs. Louis Reiderer and child, Herman Deckritz, Mrs. Auguste Deckritz, Mrs. Maria-Schuhe, Miss Bertha Schuhe, L. Selig and Mrs. Elise Selig, Mrs. Catherine Hering, Mr. and, Mrs. August Munter, Richard Feederie, M. Harrison, Maix Cohen, A. Waterman, Herman Spritz, Mrs. L. Cutlow, Miss Catharine Bonath, G. G. Leonhardt, Mrs. Mary W. Leonhardt, Mrs. Mrs. Mary W. Leonhardt, Mrs. John Suppiger, Miss John Suppiger, Miss Adaline Suppiger, Haster Johany Suppiger, Miss Elizabeth Len, Miss Christine Len, Frederic Uhlmann, Otto Kircher, Louis G. Suppiguitann, Otto Kircher, Louis G. zabeth Len, Miss Christine Len, Frederic Uhlmann, Otto Kircher, Louis G. Suppiger, Miss Lonise Veitenheimer, William Kohl, John Williams, Mr., and Mrs. Edward Schirner, Mrs. Marguerite Klemme, Mrs. Emma Hensen and Child, Mrs. Klanhanmer, Mrs. Maria Miltner and child, Mrs. Oseph Beyer, P. A. Paulsen, Carl Frahm, Wm. Frahm, Mr. and Mrs. Chas, F. Haase, Mr. and Mrs. Henry Wohlers and two children, Gettfreid J. Schmidt, W. Metzger, C. Y. Stephan, Christian Hirn, Slias Hexter, Michael Hurlemann, D. W. Percival and others in the steerage.

The Wrecked Steamer

Inmbstones of the Covenanters, we shall always gratefully cherials the mailiness of those men who like our dead friend stood up for their anti-slavery principles in this State in the days of adversity.

Eimbezalement—The Hermins of the Express Robber.

Fort Wayse, Isd., May 8.—David Longadorf, sub-agent in the employ of the Singer Sewing Machine Company at Lima, Ohio, was discovered to be an emptopriating the money to his own use. If was arrested here this morning and taken back to Lima.

The remains of H. C. Binkley, the express robber, who was anot by Messenger and crew, are known to be furneral will take place to important the week. The names of the survey-principles of the requirements of the Longe was a served. The capitaln, second and third officers were drowned.

Singer Sewing Machine Company at Lima, Ohio, was discovered to be an emptoprizing the money to his own use. If was arrested here this morning and taken back to Lima.

The remains of H. C. Binkley, the express robber, who was anot by Messenger and crew, are known to be furneral will take place to important the week. The names of the survey-price, arrived, this morning, and the furneral will take place to important the service of the Schiller was arrested here this morning and taken back to Lima.

The remains of H. C. Binkley, the express robber, who was anot by Messenger and crew, are known to be avered. The capital manufacture of the National Bank of the Manufacture of the National Bank of the Schiller in the service of the Schiller in the striking of the striking of the survey-price, arrived this morning and taken back to Lima.

The remains of H. C. Binkley, the express robber, who was anot by Messengers and crew, are known to be avered. The capital manufacture of the National Bank of the Manufacture of the National Bank of the Schiller in the striking of the striking of the striking of the survey-price, arrived this morning and taken back to Lima.

The remains of H. C. Binkley, the express robber, who was anot by Messenger and crew, are known

The steerage list comprises 100 adults, 6 children and 4 infants.

OFFICERS OF THE VESSEL.

officers of the Schiller were John G. Thomas, commander; H. Hillers, chief officer; E. Poleman, second officer; G. Freeze, third officer; R. Heintze, fourth officer; L. Fahrig, chief engineer; F. Conrad, second engineer; H. Roonne, third engineer; J. Kunkel, fourth engineer; Dr. A. Boll, physician; E. Schmettan, purser; C. Puttarkon, chief steward, first cabin; A. Felskow, chief, second cabin.
Captain Thomas was a man of middle age, and was unmarried. His residence was in Hamburg, although most of his life had been passed on British vessels. He is said to be a native of Germany.

The Agents of the Schiller received another dispatch this evening from the agent at Plymouth. It is as follows:

Hillers, first officer; Pollaman, second officer; Heintz, fourth officer, Jensen and Packendroff, boataswains, and Hirsch, sail-maker, are sayed. Also, passengers: Leo West, Henry Stern, Mr. and Mrs. James Peath, James Dunk, Hoxter, Frohn, Kare Kuhn, Marcus Poeriather, Schellenberg, Jansen, Beiderer, Fehr and Williams; stokers, Smike and Bullig; sailors Gouldberg, Willis and Petterson. The survivora are expected at Penzance to-morrow morning, when we will obtain a detailed list!

A. F. Stevens. to-morrow morning, was detailed list:

Pensance May 8.

LIST OF MAILS ON THE SCHILLER.

The following is the list of the mails placed on board the Schiller: For London, 32 lags of letters and papers; for Liverpool, 11 bags letters and papers; for Dublin, 11 bags letters and papers; for Dublin, 11 bags letters and papers; for Cherbourgh, and Paris, 12 bags letters and papers; for Hamburg, 17 bags letters and papers; for Hamburg, 17 bags letters and papers. The total number of letters is 38,000. In addition to these there was on board the entire trans-Continental mail from Australia and New Zesland, comprising 162 bags.

It is remarked that ex-Senator Schurz and family salled on the Hamburg steamer Pymerania, which departed April 29, only one day after the Schiller. But for the dinner and sevenade given to him in this city, he might have chosen ealier vosseel.

New York, May 9.—A cable dispatch LIST OF MAILS ON THE SCHILLER.

for the dimner and seremade given to him in this city, he might have chosen an ealier veaseel.

New York, May 9.—A cable dispatch received by the agents of the Eagle line this morning, gives the following list of passengers, so far as known, asyed from the steamer Schiller: Leo. Weste, Henry Stern, John Joens, Mrs. Jones, Jean Rink, Dexter C. Frohm, Carl Kuhn, Marcus Powitzer, R. Schellenberg, C. Jansen, Ludwig Reiderer, Chas. Henry Percy, Richler and the agents state is not in their list of passengers.

A Herald cable special supplies the following additional particulars of the disaster to the Schiller, under date of London, May 8: The survivors and the dead arrived in Penzance to-day as follows: At 8 o'clock there came a boat with seven persons; at 10 o'clock two boats with aven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons, two of whom were dead; at 11 o'clock there came a boat with seven persons are boat with own of the state of the woman. It is certain that the number of the state of the woman and a little boy. One man was found at Smith's Sound, floating on a piece of the wreck. At a late hour of the day three bodies, one a female, were found. Forty-three persons are known to have been saved. Nineteen bodies have been recovered. A violent One man was found at Smith's Sound, floating on a piece of the wreck. At a late hour of the day three bodies, one a female, were found. Forty-three persons are known to have been excevered. A viofent sea is still beating on the merciless shoals, and thus prevents rendering efficient aid. When the boats finally reached the neighborhood of the Retarriere ledge, the last mast of the Schiller went overboard, and scores of people who were clinging to it were drowned, after having endured the most agonizing suspense during the night,

LONDON, May 9, Evening.-Forty-tw survivors of the crew and passengers of the steamer have arrived at Penzance. Of this number 33 have gone to Plymouth, the remaining ten are too ill to be

the remaining ten are too in to be moved.

The following additional particulars of the disaster was received: A heavy fog provented any observations on board the Schiller since Tuesday. In consequence of the fog the engines were put at half speed and sail reduced at nine o'clock Friday night. At ten o'clock the same night the ship struck the ledge and great panic prevailed. Captain Thomas is highly praised for his conduct during the terrible scenes which followed. Two boats were lowered and filled with men who refused to come out; the Captain The Wrecked Steamer.

The Evening Post has gathered the following additional particulars concerning the wrecked steamship Schillier. The rew numbered about 120. The passengers numbered 254 in all, of whom 120 were steerage. The Schillier took a cargo of general merchandise, which was valued, exclusive of the specie on board, at \$150,000—most of it was probably insured by the shippers. \$300,000 in gold coin, shipped fo Eugene S. Ballin & Co., their correspondents in Paris, was packed in six kegs, and insured for its full value in three London companies.

The agents here of the Eagle Line say Captain Thomas, of the ill-fated Schiller, was the oldest commander in the line, was for years in the service of the Peninsular and Oriental Company; occupied a high place among the British sailors, and was, with difficulty, induced to leave the British service to enter into that of the Eagle Line.

The Schiller was one of the newest and the service of the Peninsular and Oriental Company; occupied a high place among the British sailors, and the service to enter into that of the Eagle Line.

The Schiller was one of the newest and The Schiller was one of the newest and the service of the Peninsular and Oriental Company; occupied a high place among the British sailors, and the service to enter into that of the Eagle Line.

The Schiller was one of the newest and the second the second the second the second the second who refused to come out; the Captain who refused to come out; the Captain the ribde to drive them out, and then fred his revolver over their hasds to drive them out, and then fred his revolver over their hasds to drive them out, and then fred his revolver over their hasds to drive them out, and then fred his revolver over their hasds to drive them out, and then fred his revolver over their hasds to drive them out, and then fred his revolver over their hasds to drive them out, and then fred his revolver

r lill value in three London companies.

The agents here of the Eagle Line say Captain Thomas, of the ill-fated Schiller, was the oldest commander in the line was the oldest commander of the Schiller was one of the newest and be table to be a basis in the trans-Continental service—large, strong, and constructed on the latest pattern. She was built on the Clyde, by Robert Napier & Son. Here in sister ship is the Lossing. These two was considered with the passengers and was crowded with the passengers and was crowded with the passengers and was considered with the passengers and the was the command of the struck and the was considered with the passengers and the was the constant was the

are those of George Leonhardt, Carl Schmidt, Mrs. Reiderer and child, Mrs. Becker, Mrs. Bidgeway, Mrs. Herman West and five men, five women and two children. Altogether twenty-four bodies have been found. The total number of

have been found. The total number of lives lost is 231.

The Herald correspondents succeeded in interviewing Mr. Poleman, the second officer of the Schiller, and Henry Stern and Mr. Trahm, first class passengers. From their narrative we gather that the omest of the schiller, and Henry stern and Mr. Trahm, first class passengers. From their narrative we gather that the voyage was moderately good until May 4. The last three days it was impossible to take observations. The ship was within half a mile of shore at the time of the catastrophe. Capt. Thomas was on deck night and day for four entire days. At 7 o'clock on the evening of the 7th there was a dense log; the sails were taken in, the engines put on half speed and the fog bells used. The Bishops light was unseen, though only a half mile distant. At ten o'clock we struck on a reef and after four bumps the atseamer settled down. There was a violent sea and the tide rising. The darkness was intense. Most of the male passengers were awake, and there was the usual rush for the boats, but nearly all the boats were stoved. One hoat with a few sailors isft the ship, cowardly refusing aid. Two boats were saved. The Captain endeavored to compel obedience by firing a revolver over their heads. Six cannon shots were fired, when the powder dampened and distress signals of rockets and blue lighthouse. The waves were sweeping the deck and carrying away victims, At two o'clock the deck-house, in which were the women and children, was swept away. The cries and shrieks of these victims were heart-rending. There followed a ghastly silence after the smokestack fell crushing some of the boats, and two others were carried away. The remainder followed the Captain to the foremast. At 3 o'clock the Captain and two others were carried away. The remainder followed the Captain to the foremast. At 3 o'clock the Captain and two others were carried away. The remainder followed the Captain to the foremast. At 3 o'clock the Captain and two other officers were on the bridge and the Captain descended for a moment to render assistance and was swept away, and thus perished a brave man.

to render assistance and was swept away and thus perished a brave man

44. Thirty bodies have been recovered.

LONDON, May 10—5:30 A. M.—Fifty corpees from the Schiller have come ashore or been landed at St. Marys alone. The dead are much mutilated.

WASHINGTON.

APPOINTED.

WASHINGTON, May 8.—The President to-day appointed John T. Gibson Post-master at Huntington, West Virginia, vice M. A. Brooks, suspended under tenure of office act.

DUTY ON GERMAN SAUSAGES AND TOBACCO

DUTYON GERMAN SAUSAGES AND TOBACCO SCHAPS.

The Treasury Department acquiesce in the judicial decision that German sausages were exempt from duty under a special provision. Therefore re appeal will be taken to the Supreme Court.

The department decides that tobacco scraps are subject to duty at the rate of 30 per cent, ad saloren, under the provision of the tariff for unmanufactured tobacco. bacco.

The Black Hills-The Sloux Dele

OMAHA, May 8.—Governor John M. Thayer, of Wyoming, left here for Washington, D. C., to assist in dealing with the deputation of Sioux Indians, who are en route, looking to the ceding of the Black Hills country.

route, looking to the ceding of the black Hills country.

About April 25, a party of men at Red Cloud Agency suddenly disappeared in the direction of the Hills. Lleutenant the direction of the Hills. Eleutenant Rogers, heading a scouting party, was sent after them, and May 2d returned with five of the party. The rest returned the next day. The military think there are no whites in the Hills now, and that it is impossible for mining parties to pass the cordon of scouts and military.

Decapitation by a Freight Car.

Decapitation by a Freight Car.

Louisville, May 8.—An unknown
man, shabbily dressed, deliberately laid
his neck across the railroad track on
Fourteenth street, near the Ohio and Baltimore depot, just before dark to-night,
and was run over by a freight car, severing his head from his body. He had been
hanging around the depot for several days.
Nothing was found upon his person to
identify him, but he had previously stated
that he had lived in Cincinnati. He was
about forty verse of see, with short gray about forty years of age, with short gra-beard, and about five feet nine inches in height.

Taken from His Bed and Hung NEVADA, May 9.—George U. Keekman, a resident of this county for twenty years, was taken from his bed this morning by unknown parties and hung secretly. His life had been threatened by a mob who accused him of burning his son-in-law's harn. Keekman had caused the arrest of these parties. He has execute vegical. these parties. He has recently received anoymous letters in which his life was threatened if he did not leave the country. Great excitement prevails, and the people Freat excilement prevails, and the people lemand that justice be meted out to the

Attempted Suicide at Allegheny.

PITTSBURGH, PA., May 9.—Chas. Brit-ton, of Clearfield county, who has been stopping at the Central Hotel, Allospeny city, for some days, attempted slicide at six-o'clock this morning by shooting himself he was removed to the Western Pennsylvania Hospital and received prompt medical stendance, but the physicians pronounced the case hopeless.

Snielde of a Cincinnati Bar-

LOUISVILLE, May 9.—The man who committed suidcide yesterday has been identified as George During, of Cincinnati, who kept several bar-rooms in that city. He came down on the Mart boar Thursday, and made an unsuccessful attemptatsuicide by jumping overboard, but was rescued by the watchman.

—The lightning struck and burned a residence at Evanaville to-night; the family barely escaped with their lives; the servant girl had to leap from her window and was shockingly burned.

VICE PRESIDENT WILSON. MEMPHIS, May 8.—Vice Pressident Wilson arrived at 3 o'clock on the Memphis and Louisville train. He was met at the National Cemetery by committees from the General Council and Chamber of the General Council and Chamber of Commerce, and on arriving at the depot in the city was me by Mayor Loague and the remainder of the city officials. The Mayor received him with a brief address, tendering the hospitalities of the city, to which the Vice President responded in an appropriate manner, taking occasion to say that he was traveling simply as a private citizen to see the country; and after referring to his anti-slavery record and the late war, which he thought could not have been avoided by any power of man, he hoped that peace and good feeling would succeed its bitterness, and that our country would prosper and become the greatest nation upon carth.

After an air from the band in attendance, the party took carriages for the

a the late war, which he thought could not have been avoided by any power of man, he hoped that peace and good feeling would succeed its bitterness, and that our country would prosper and become the greatest nation upon earth.

After an air from the band in attendance, the party took carriages for the Peabody Hotel, where an immense crowd had assembled, and in response to loud calls, the Vice President appeared upon the verandsh and made a short address.

During the afternoon a large number of prominent citizens, including Colonel Casay Young, member of Congress, exfor. Harris, General Patterson. Collector of Internal Revenue, and others, called upon Mr. Wilson. He remains here until Monday evening, when he leaves for Little Rock. The state of his health and the wellther will 'determine whether he will go thence to Texas or St. Louis, and if to the latter place he will extend his trip to the latter place he will extend his trip to Denver, but it is his intention to reach home early in June.

MEMPHER, TRNN, May 9.—Vice President Wilvon attended service at the First Presbyterian Church to day. He is undeoided as yet as to whether he will visit Little Rock and Texas or leave to-morrow for Denver vin St. Louis. He is in excellent health, and expressed himself as being very favorably impressed by the kindness with which he has been received by all classes.

DEATH OF A JOURNALEST.

Marshall E. Smellzer, for the past four the provincial and proving the exceleration was a proving the General Provincial and the colded as yet as to whether he will visit Little Rock and Texas or leave to-morrow for Denver vin St. Louis. He is in excellent health, and expressed himself as being very favorably impressed by the kindness with which he has been received by all classes.

DEATH OF A JOURNALEST.

Marshall E. Smellzer, for the past four

DEATH OF A JOURNALIST.

Marshall E. Smeltzer, for the past four years city editor of the Avalanche, died last night of consumption. His remains will be forwarded to Indianapolis, for in-

BODY OF A PITTSBURGH MAN FOUND. A Holly Springs special to the Appeal says that the body of W. C. Duncan, of Pittaburgh, who was put off a train there on the lat inst. on account of the derangement of his mind, and who escaped from his guard as mentioned in these dispatches, was found lying in a branch six miles south of that place on Friday. six miles south of that place on Friday night. Itls diamonds and money were still on his person.

THE INDIANS.

The Noted Chiefs Held as Prison ers at Fort Leavenworth.

KANSAS CITY, Mo., May 8.—Seventy Indian prisoners from Fort Sill passed through, this afternoon, for Fort Leavenworth, in charge of two companies of troops, Lieut. W. J. Kyle in command, assisted by Lieut. W. H. Wheeler, Lieut. W. H. Wheeler, Lieut. W. H. Wheeler, Lieut. worth, in charge of two companies of troops, Lieut. W. J. Kyle in command, assisted by Lieut. W. H. Wheeler. Lieut. R. H. Prat accompanied them. Your correspondent met them at Sedalia, and came here in their company. Medicine Water, who led the party that committed the Germaine massacre, is with them, as are the following: Lone Wolf, a celebrated Kiowa Chief, who has been a leader in war for some years, and who was once captured by General Sherman; White Horse, murderer of the Krasier and Lee families; Huwahnee, murderer of Oaborn, at Wichita Agency; Woman's Heart, Gray Beard, Heaps o'Birds, and many others equally notorious. The party comprises the principal Chiefs who have caused all the trouble for the past live years, and their capture is considered as the finale of the Indian outrages. Kicking Bird, who delivered them to the troops, was poisoned by a squaw, and died at Fort Sill, on May 3. It is not known what the Government will do with them.

The Globe's Topeka (Kansas) special says that the Indians continue troublesome along the Western frontier. Troops have had several light skirmishes with small parties during the past week. Arrangements are being made to send out a strong force from Fort Hays, which will pursue them until they surrender or are captured.

Daring Robbery at Cleveland.

CLEVELAND, May 9.—A very daring robbery occurred here this morning. Mr. L. A. Benton, jeweler, went to his store about nine o'clock this morning, as is his custom on Sunday, to wind the watches and look over the establishment. He opened the safe and hearing a noise turned, when he was confronted by a masked man armed with a knife, who demanded his surrender. Mr. Henton seized a man armed with a knife, who demanded his surrender. Mr. Benton seized a hatchet lying on the work bench and prepared to fight, when he was struck on the head with a club by a second robber who came up behind and knocked him senseless. The thieves then rifled the safe, taking diamonds and watches, the value of which cannot now be ascertained. A diamond breatpin valued at six hundred dollars was taken from the shirt bosom of

dilars was taken from the shirt bosom of Mr. Benton. The thieves then made their escape. Mr. Benton laid unconscious for oves two hours. When he came to his senses he managed to crawl to the front door, where he attracted the attention of passers-by. He was taken to his home and cared for. His injuries are severe, but not considered dangerous. It is believed the thieves effected an entrance during the night through the ceilar.

Marine Intelligence.

New York, May 8.—Arrived—Steamship Rhein, from Bremen.

Weather Report.

OFFICE OF THE CHIEF STONAL OFFICER, WARHINGTON, D. C., May 9,—8:30 F. M.

Washisaros, D. C., May S.—280 P. M.
For Monday, in the Gulf, South and Middle Atlantic States, rising barometer, southerly and weaterly winds, partly cloudy weather, stationary or lower temperature with a light northern raid in Texas.

For Tennessee and Ohio vallo, and the upper Mississippi and lower Missouri valley, and upper Lakes, rising barometer, cooler northerly and westerly winds, clearing weather Allowed by light rains.

For the lakes, local storms during Spaday night followed on Monday by cooler northwest winds, rising barometer and clearing weather.

For New York and New England, falling barometer, southerly winds and

For New York and New England, falling barometer, southerly winds and rain during Sunday night, followed by southwest winds, stationary barometer and temperatuse and clearing weather.

The rivers will change but slightly, except a rising at Vicksburg.

Cautionary signals are ordered for Lake Eric.

Presentation to the Venerable
Dr. Gross.

Louisville, May 8.—A handsome pair
of thoroughbred carriage horses were presented by the physicians of Louisville,
through Dr. L. P. Blackburn, to-day, to
the venerable Dr. Samuel D. Gross, of
Philadelphia. The presentation was made
in front of the Galt House, in the presence
of a large assembly of ladies and gentles
men.

fami-ss, the Albany, N. Y., was robbed yesterday of win-\$15,000 worth of diamonds, watches, and other jewelry.

FOREIGN NEWS.

ENGLAND.

CONTRADICTION. London, May 8.—The report that Sir John Holker had accepted a Judgeship in the Court of Exchequer, made vacant by the death of Baron Pigott, is denied. The swinging saloon steamer Bessemer made a trial trip to-day, to Calais, in one hour and thirty minutes. The saloon being unfinished, was not worked. When the steamer was entering the Caltain harbor she refused to answer the helm, and ran into the southern pier, carrying away fifty yards of the pier.

GERMANY.

Dublin, May 9.—Ademonstration was made to-day at the burial of Joseph Mullens, an American Fenian. The pro-cession was half a mile long which fol-lowed the remains to the cemetery.

RUSSIA.

Sr. Petensbung, May 9.—The Czar de-arted yesterday evening for Berlin. FRANCE.

Paris, May 9.—The wife of Don Carlos arrived here.

Southern Baptist Convention. Southern Baplist Couvention.
CHARLESTON, S. C., May 8.—The Southern Baplist Convention accomplished today a large emount of business. Action was taken heartily co-operating with the Northern Baplists in the literary and theological education of colored people. The Northern Baplists have schools at Richmond, Raleigh, Columbia, Augusta, Nashville and New Orleans. The Southern Baplists co-operate with these indiern Baptists co-operate with these indi-vidually and through their Home Mis-

sion Board.

Reports were also adopted full of cher as to Southern mission work in China and Italy. The African missions will be discussed on Monday.

It was decided to continue the publication of Kind Words, their Southern Sunday school paper.

Resolutions were also passed recommending the patronage of, the Southern Baptist Review, provided it can be successfully accompilshed. This is proposed to be done by the Southern Baptist Publication Society of Memphis.

Society of Memphis. A report declaring fraternal affection and bidding God speed to the American Baptist Home Mission and other Baptist Societies in the North was adopted

Ten delegates were appointed to the Northern meeting assembling at Phila-delphia May 25th.

The next Convention will meet at Richmond, Va., in May, 1876.

Lawlessness in Mining Regions Attempt to Burn a Railroad Bridge.

Bridge.

Porrsville, May 8.—An attempt to burn the Philadelphia and Reading Railroad bridge above Locust Gap, last night, failed, though it was damaged to such an extent that it is thought unsafe to run trains over it. These attempts at wrecking trains in the Schujkill region are becoming alarmingly on the increase.

There was considerable excitement at

Mahanoy City to night, occasioned by two Frenchmen being attacked in the prin-cipal street. One was badly wounded and

There was considerable excitement a

cipal street. One was hadly wounded and the other is not expected to live.

MAHANOV CITY, May 8.—The city is the scene of considerable fighting, and at one time to-night a general riot was feared.

WILKESHARRE, May 8.—A meeting of miners to-day was attended by delegates from every district in this region. John Siney, President of the Miners' National Association, was present. The peoceedings have not been made public. Baltimore District, No. 283, upanimously resolved to support their brethren on the strike and continue to do so until they get their prices.

ship Rhein, from Bremen.
BALTIMORE, May 8.—Arrived—Steam BALTIMORE, May 8.—Arrived—Steam-ship Leipzig, from Bemen.
LONDON, May 8.—Steamship Bothnia, from New York, has arrived out.
San Francisco, May 8.—A dispatch from Sehome, W. T. reports the bark Union, with coal from Nanaims to San Francisco, atruck a sunken reef twelve mites from Sehome, on the 7th inst., floated off with the tide and sunk in ten fathoms.—Na lives wave less.

ed off with the tide and sunk in ten fath-oms. - No lives were lost.

This morning the schooner Glennan parted a hawser at Russian River Mills, and went to pieces on the rocks. The Captain was drowned. The crew was

saved. New York, May 9.— The steamer City of Berlin arrived from Liverpool. Priviourit, May 8.—The steamer Pennsylvania arrived from New York.

The American Kifle Team. The American Hifle Team.

New York, May 8.—Colonel Gildersleeve has been chosen Captain of the
American Team, to shoot a rife match at
Dolly Mount, Ireland, with the Irish
Team, June next. In answer to the challenge of the Ulater, Ireland, Rifle Association, it was recolved by the American
Rifle Team that, it is the sense of this
committee that the Team selected by the
American people to meet the Rifle Team
of Ireland have no right to accept a challenge from any other source, as a lenge from any other source, as a Team. General Hawley telegraphs he will compete his score for a place on the American Team.

Fatal Quarrel.

PHILADELPHIA, May 3.—James Daggart and Ferdinand Romeiman, while at supper this evening quarreled during an argument about the refining of augar, and Romelman was fatally stabbed.

For Additional Telegraph See Fourth Page